

March 13.

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Gasoline Dory One Day Trips.

Quite a number of our fishermen are taking hold of the Provincetown idea of single day shore fishing trips in gasoline dories, and already some seven or eight of these crafts are in commission and others will soon be added to the fleet. These dories carry two men and make daily trips, bringing in their fish right alive and getting a good market for them.

The Provincetown fleet of these dories is understood to number fully 100 and the fishing is very remunerative. It would not be surprising if this advance guard at this port makes a success of the fishing off here, that the number here would be largely increased.

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THE FRESH HALIBUT FLEET.

Nearly a Score of Vessels Will Follow This Fishery.

Taken as an all the round product, halibut is the highest priced fish sought, caught and landed by the vessels of the Gloucester fishing fleet. It is splendid eating and never in even abundant supply, although sometimes in summer the price drops pretty low on account of the great amount of other and varied kinds of fresh, seasonable fish, both of the fresh and salt water variety, heaped upon the market.

The skippers and men who follow the "big hook" fishery, as it is generally termed here, are the hardest, nerviest kind of men, who must not only know how to fish, but where to fish; who must not only be willing to take desperate chances in making sets, but must be able to make the most spectacular and daring passages to market with their fares. These men fish hard and drive their vessels to the very limit; judgment and endurance are their qualifications and to be a successful halibut skipper, a good "icer" or a good halibut hand generally is a stamp as high in rating as Lloyds A1 on an ocean liner.

For those who follow the halibut fishery there is no mystery attached to the tides and bergs and great ice fields off the "Funks" and Bacallieu; no terrors to the fogs of the Grand Bank; the sudden gales on Quero and in The Gulley, with the "graveyard of the Atlantic," Sable island under their lee are old stories to them. They do not wonder why there is a natural fishing spot between Browns and Georges, neither is there anything wonderful in their eyes in hauling up beautiful pieces of coral from the deep water, "down among the trees," from the deep gullies of Georges. What they go after is halibut and they are not satisfied unless they get what they go after.

The fresh halibut fleet this season is made up of the following vessels, some of which will later go at what is known as "Georges" halibuting, a sort of combination shack and haddock trip:

Sch. Mooween, Capt. Daniel McDonald.
Sch. Preceptor, Capt. Fred Upshell.
Sch. Monitor, Capt. John McKay.
Sch. Gladiator, Capt. Melvin Gilpatrick.
Sch. Senator, Capt. George Marr.
Sch. Paragon, Capt. William Hermon.
Sch. Atalanta, Capt. Richard Wadding.
Sch. Tacoma, Capt. Adelbert Nickerson.
Sch. Niagara, Capt. James Bowie.
Sch. Dictator, Capt. Fred Thompson.
Sch. Agnes, Capt. Ernest Engstrom.
Sch. Margaret, Capt. Samuel Colson.
Sch. Cavalier, Capt. Robert B. Porter.
Sch. Selma, Capt. Charles Colson.
Sch. Waldo L. Stream, Capt. Frank Stream.
Sch. Kineo, Capt. John G. Stream.
Sch. Teazer, Capt. Peter Dunskey.
Sch. Massachusetts, Capt. John J. Carroll.

PORT OF GLOUCESTER.**Arrived Today.**

Sch. Reporter, Boston for Ipswich.
Sch. Marguerite, Boston for Ipswich.
Sch. Eben Parsons, Boston for Ipswich.
Sch. John S. Presson, Boston for Ipswich.

Southern Mackerel Fleet.

Capt. Almon D. Mallock is fitting sch. Indiana for south mackerel seining.

Capt. Lemuel E. Firth started in this morning to fit sch. Claudia for south seining.

Sch. Patrician, Capt. C. Wesley Farmer, and sch. George Parker, Capt. Joseph E. Graham, are about fitted for their southern seining trips and will start the first of next week.

Sch. Grayling, Capt. Reuben Cameron, will start to fit for the southern mackerel fishery Monday.

Capt. Thaddeus Morgan is expected here, from Virginia, by Tuesday and will immediately fit sch. Constellation for the southern seining trip.

Several of the off shore haddockers will make one more trip to Georges and then fit out for south mackerel seining. Among these craft are sch. Lucania, Capt. Martin L. Welch and sch. Cynthia, Capt. Geoffrey Thomas.

Capt. Charles Maguire will begin Monday to fit out sch. Esperanto for south mackereling.

Capt. John McInnis is expected soon to fit out sch. Aloha for south seining. Capt. Wallace Parsons of sch. Ingomar will also be along in a few days.

Capt. Archibald Devine has sch. Arthur James all fitted out for south seining and expects to get away today.

Fishing Facts and Fancies.

The North Sydney, C. B. Fish Co., are having a steamer built to ply in connection with their business between that port and Cape North, taking in the larger places along the shore of Victoria county. This boat, designed especially as a fresh fish tender, is to be fitted with refrigeration, the first time this principle has been applied to the Nova Scotia coastal steamers. The day is at hand for its extension if the fish trade is to have a great future.

Large Fleet Off Marshfield.

Sch. Yankee, Capt. John T. Dench came in here during the night, having been fishing over off Marshfield. Capt. Dench reports a big fleet over there yesterday finding fish very scarce. Some got nothing at all and others made small hauls.

New School of Haddock on Jefferies.

Sch. Aspinet, which is reported at Boston this morning, has about 22,000 pounds of fish, about all haddock. She fished on Jefferies and the haddock are extra large, showing that a new school of fish has struck on there recently.

New Schooner.

The new knockabout schooner now building at John Bishop's Vincent street yard, for Capt. Joseph Silveira, formerly of sch. Mary E. Silveira, will be launched next week.

Mackerel Imports.

The imports of salt mackerel at Boston, to date, of the catch of 1908 was 41,705 barrels against 23,625 barrels to date last year, of the catch of 1907.

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NO FISHING ARRIVALS HERE.

Saturday, and again no arrivals, making the record stand two arrivals with fish at this port since a week ago yesterday. Perhaps next week will be different.

Let us hope so. It certainly is unusually dull.

Vessels Sailed.

Sch. Maud F. Silva, haddocking.
Sch. John M. Keen, haddocking.
Sch. Ida S. Brooks, haddocking.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.
Bank halibut, 11c per lb for white and 8c for gray.
Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.
Splitting prices for fresh fish, Western cod, large \$1.65; mediums, \$1.40; Eastern cod, large \$1.55; medium, \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c; pollock, 60c.
Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.
Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.
Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Schs. James R. Clark and Kernwood sailed from Yarmouth, N. S., on Tuesday for the fishing ground.

Sch. Buema is at this port from Boston to shift over from shore fishing and put on double dories for the Georges fresh cod and haddock fishing.

Capt. Alden Geel is here, but will not hurry in fitting out the big sch. Tattler for dory handlining. He says it will be a week before he starts in to get ready.

Quite a lot of fishermen are expected here tomorrow from Nova Scotia to engage in the fisheries. They will come over on the steamer from Yarmouth to Boston.

Capt. John Cooney will now command sch. Mettacommet in the shore fishery.

Boston.

Sch. N. A. Rowe, 3000 cod.
Sch. Julietta, 1000 haddock, 1000 cod, 1500 cusk.
Sch. Hattie F. Knowlton, 3000 haddock, 200 cod.
Sch. Little Fannie, 200 haddock, 2500 cod.
Sch. Leo, 2500 haddock, 1200 cod.
Sch. Rose Standish, 4000 haddock, 500 cod, 500 hake.
Sch. Rena A. Percy, 4000 haddock, 1000 cod.
Sch. Edith Silveira, 5000 haddock, 1000 cod.
Sch. Aspinet, 18,000 haddock, 2000 cod, 2000 hake, 1000 cusk, 1000 pollock.
Sch. Seaconnet, 6000 haddock, 1000 cod, 2000 hake.
Sch. Emily Cooney, 9000 haddock, 1000 cod.
Sch. Motor, 1000 haddock, 1500 cod.
Sch. Valentinna, 3000 haddock, 1000 cod.
Sch. Dorothy, 11,000 haddock, 1200 cod, 1200 hake, 1000 cusk, 1000 pollock.
Sch. Tecumseh, 3000 haddock, 2500 cod.
Haddock, \$3 to \$3.10 per cwt.; large cod, \$3 to \$4; market cod, \$2 to \$2.50; hake, \$2.50 to \$5.50; cusk, \$2.50 to \$2.75; pollock, \$3 to \$3.10.

Provincetown Notes.

George Brown has added to his big flotilla of small boats by the purchase of a motor seine boat from "Al" Davis of Wellfleet. Mr. Brown will use his motor craft in bay fishing in which work she has been employed. The craft, decked, has a good sized engine room, surmounted by a small pilot-house, a capacious hold and a comfortable cuddy forward.

Sch. Georgie Campbell of Gloucester, took on a store of Provincetown cold storage bait here Tuesday.

Small hauls of herring were taken in anchored nets Saturday, Joseph Sears taking two barrels, Woods & Francis seven baskets, and other parties sharing in the night's distribution. Those fish sold for \$3 per basket to dory trawlers.

It is reported that Capt. Angus Matheson is to command one of the Whorl fleet, in the Grand Bank, codfishery, the coming season.

Sch. Joseph P. Johnson will enter the trawling field, with Capt. John G. Silva commanding, in about ten days.

SOME EXTRA LARGE SHARES.

Made by Haddockers at Boston Thursday and Yesterday.

Some of the off shore haddockers at T wharf Thursday and Friday make fine stocks and shares.

Sch. Terra Nova, Capt. John Hickory, stocked over \$2000, the crew sharing \$50.50.

Sch. Lucania, Capt. Martin L. Welch stocked \$1800, the crew sharing \$43.50 clear.

Sch. Cynthia, Capt. Geoffrey Thomas, stocked \$1300, the crew sharing \$27 clear.

The crew of sch. Alice M. Guthrie, Capt. Martin Guthrie, shared \$47 on their fine trip.

Sch. Natalie J. Nelson, Capt. Albert Larkin, stocked \$1400 on her trip, the crew sharing \$28.

SMALL FLEET AND LOW FARES.

Fifteen of the market fleet are at T wharf, Boston, this morning, most of them being the small ones. Fares with but few exceptions are small indeed, 3000, 4000 and 5000 pound trips predominating.

The Aspinet is the topline with 24,000 pounds, schs. Emily Cooney and Seaconnet having about 10,000 pounds each, and sch. Dorothy 15,000 pounds. Prices are good, haddock bringing \$3.00 to \$3.10 and cod from \$2.00 to \$4.00.

The dealers are looking for quite a fleet of shore boats and a number of the big fellows on Monday, provided tomorrow is a fish day.

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Halibut Sale.

The fare of sch. Gladiator sold to the American Halibut Co. at 10 cents per pound for white and 7 cents per pound for gray, this being a drop of a cent on both white and gray from last sales.

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Salem-Beverly Bill Reported.

Legislative Committee Unanimous on Latest Anti-Herring Torching. Gloucester Representative Will Have Hard Fight to Defeat Bill.

The bill to prohibit the torching for herring in the waters of and adjacent to Salem and Beverly harbor has been reported unanimously by the legislative committee on fisheries and game. The hearing, which was held Friday morning, at which many citizens of the two cities advocated the measure, resulted in convincing the committee-men of the necessity of the legislation.

The bill has been broadened and amended to include the waters of the Danvers river, this having been suggested by Representative Chase of that town. It will be reported in the House today and probably assigned for debate on some day the latter part of the week.

The Gloucester members will have their hands full to prevent its passage, but their popularity with the colleagues will go a long way toward influencing them to support Gloucester's contention that it will work a hardship of the herring fishermen.

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POOREST FISHING FOR MANY YEARS

Fish Very Scarce on All the Shore Grounds.

The captains of the market fishing craft all aver that the fishing along the shore grounds at present is the poorest they remember of for many years. Fish are unusually scarce, so scarce in fact that some of the boats did not get enough to run to market with, after making three sets.

Yesterday was a fine fish day and all the boats set, but few found any fish at all. Most of them went to Boston, there being 37 of the fleet at T wharf this morning. Some came in here not having enough, after two or three sets, with which to run to market.

The 37 arrivals at T wharf have altogether, 334,000 pounds, a poor showing for three days fishing. There is not an off shore craft in the fleet of arrivals, but the dealers are looking for the big craft, with large fares, tomorrow and Wednesday.

Prices are good, haddock bringing \$3, cod from \$2.50 to \$4, hake from \$4 to \$5, pollock \$3.25 and cusk \$2.

Newfoundland Sealing Fleet.

Equipped with a wireless telegraph outfit and manned by 1000 men, the Newfoundland sealing fleet of 23 steamships, sailed from St. John's on its annual cruise among the dangerous ice floes of the north Atlantic.

The prospects for a successful season are brighter this year than in 1908, when several vessels were lost and others seriously injured by the heavy ice. Little ice has been reported thus far and the weather is good.

Seventeen of the vessels will go toward the Grand banks and the remaining six will enter the gulf of St. Lawrence. In this year's fleet are five new steamships, four of which cost \$150,000 each. The fifth steamship, the Floritzel, was recently turned out from the builders' yards at a cost of \$300,000. This vessel is equipped with a wireless outfit and it is expected that much of the anxiety of past years will be absent, as almost daily reports from the sealers are anticipated.

At the close of the sealing season the Floritzel will run from New York to St. John's by way of Halifax, carrying passengers and freight.

Several of the market fleet are at this port this morning, each with some fish aboard, but they will not land, as they intend going out for another set and then run to Boston.

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FOR FOUR CENTURIES.

Fishing Has Been Pursued on the Grand Banks.

For four hundred years fishing has been pursued in the waters of the Grand Banks, by the fishing flotillas of England, France, Spain, Portugal, America and Canada. The English operation for the last one hundred years, however, has been definitely established on the coast of Newfoundland.

The Grand Banks cover an area of forty thousand square miles—almost as much as Newfoundland itself—and the flotillas cruise over the different parts of these at different seasons of the year. The fishing is by hooks and lines, known as trawls, and not nets; and the hooks have to be baited with small fishes—herring, caplin, and squid—which are found in great abundance in the inshore waters of Newfoundland.

Formerly Newfoundland admitted all comers to her seaboard to purchase bait, but France, by giving bounties to her fishermen, enabled them to undersell Newfoundland in the markets of Europe, so Newfoundland, in self defence, enacted a bait law, prohibiting the sale or export of bait fishes to the French, a measure which has reduced by one-half the French codfishing on the Grand Banks of Newfoundland.

The French flotilla consists of two squadrons—the Metropolitan, of 100 square rigged ships, thirty to forty men each, from St. Malo, Dieppe, and Cancale, and the Colonial squadron, of 120 schooners from St. Pierre—the type now universal in these western waters.

Human life is cheap among the Grand Banks fishermen. The death roll of the fleet runs into hundreds annually, and it is asserted by the American, Canadian and Terranovan bankers that the French skippers in many instances will not trouble to search for driftaway dorymen, manifesting absolute indifference to their fate.

Icebergs and floes contribute no small proportion to the annual death roll on the banks. The vessels are frequently in collision with these great sea castles as they move silently on through the fog, or are overturned by these resistless masses sweeping upon them as they lie at anchor. In such cases it is not uncommon for the cast-away crews to take refuge on the berg itself and there await rescue, and this has more than once been done without the loss of a man.

SCOTCH HERRING TRADE.

Care in Curing Necessary to Hold German Markets.

John Skinner, general inspector of sea fisheries, has presented to the secretary of the fishery board for Scotland his reply on the Scottish herring trade based on inquiries and investigations during his visit to the continent last year. The Baltic ports of Russia, the coast and inland towns of Germany, and several towns in Austria were visited. Mr. Skinner says:

"It would be well that all connected with the trade would keep in mind that competition is yearly becoming keener, and that if we continue to hold the markets all concerned must exert themselves to produce a superior article, and not try to foist upon the foreigner inferior goods, such as over-day's and sea-salted herrings. There is none more able to judge of the quality of the fish than those who consume them au naturel. To quote the words of one of our own countrymen, who is an authority on the subject: 'It may be as well to remind the British exporters who are mainly concerned, that they no longer enjoy a practical monopoly in curing herrings; and that, while much closer attention is now being paid to quality, there is at the same time—to put the matter in the mildest way—no sentimental desire on the part of the German importers to buy Scotch herrings in preference to those from their own waters or from the Netherlands.'

"At the rate," said one of the importers, "that our fleet is increasing, we hope to be able in ten years to do without your herrings."

There is no doubt that Germans are endeavoring to capture the markets of their own country. Vessels are being built, and curing companies are being formed. Holland is also forging ahead, while the selection, packing, filling, etc., of their herrings are having the most careful attention.

The winter fishing on the east coast of Scotland can only be described as a failure. At Fraserburgh and Peterhead actually nothing has been done, and latterly nothing attempted. At Anstruther a fleet has been operating with the poorest results, and only at Wick was there any pretence of a fishing.

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THE SEINING FLEET.

Three More Vessels Expected to Get Away Today.

Three of the seining fleet are expected to sail south today, sch. Arthur James, Capt. Archibald Devine, sch. Patrician, Capt. C. Wesley Farmer and sch. George Parker, Capt. Joseph E. Graham. Quite a number of the fleet will begin to fit out this week and several that are pretty well along in their preparations will get away during the next few days.

Capt. John Matheson is fitting sch. Dauntless for south seining and Capt. Reuben Cameron started in this morning to fit sch. Mary E. Harty.

Flag at Half Mast.

Sch. Essex, which arrived this morning from New York, where she took out her frozen herring, had her flag at half mast in respect to the memory of Capt. James Bowie, who died on the passage home, as previously reported in the Times.

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WITH FRESH HALIBUT.

Sch. Gladiator First Fishing Arrival for Nearly a Week.

Sch. Gladiator, Capt. Melvin Kilpatrick, is in here this morning with a good fare of fish, thus breaking the no arrival spell that has hung over the harbor for almost a week. The Gladiator is from Grand Banks and has a fine trip of fish, having 45,000 pounds of halibut.

Capt. Kilpatrick reports bad weather most of the time, but was fortunate in getting some good days to set and improved them by sticking out all the gear he could. He and his men were rewarded for their efforts by the fine fare above mentioned.

Sch. Gladiator was all by her lonesome on this trip, seeing or speaking no fishing craft since the Cavalier left for home some time ago.

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Today's Receipts.

Sch. Gladiator, Grand Banks, 40,000 lbs. halibut, 4000 lbs. salt cod.
Sch. Arabia, via Boston.
Sch. Essex, New York.
Sch. Viking, shore.
Sch. Maud F. Silva, shore.
Sch. Flora J. Sears.

Vessels Sailed.

Sch. Leo, haddocking.
Sch. Yakima, haddocking.
Sch. Buena, haddocking.
Sch. Ellen C. Burke, haddocking.
Sch. Arthur James, seining.
Sch. Patrician, seining.
Sch. George Parker, seining.
Sch. Selma, halibuting.
Sch. Mattie Winship, Georges.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 10 cents per pound for white and 7 cents for gray.

Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.

Splitting prices for fresh fish, Western cod, large \$1.65; mediums, \$1.40; Eastern cod, large \$1.55; medium, \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c; pollock, 60c.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.

Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Sch. Kernwood landed 5000 pounds of halibut at Yarmouth, N. S., on Thursday and sch. James R. Clark landed 2000 pounds of fresh fish there the same day.

Sch. Theodore Roosevelt of this port sailed from Pubnico, N. S., last Wednesday for the fishing grounds.

Boston.

Sch. Warren M. Goodspeed, 8000 haddock, 2000 cod, 2000 hake.

Sch. Stranger, 4000 haddock, 1500 cod.

Sch. Juniata, 14,000 haddock, 1000 cod.

Sch. Teresa and Alice, 5000 haddock, 1000 cod.

Sch. Manomet, 10,000 haddock, 3000 cod.

Sch. Hockomock, 6000 haddock, 600 cod, 1000 hake.

Sch. Evelyn L. Thompson, 6000 haddock, 1000 cod, 500 hake.

Sch. Marian, 2000 cod.

Sch. Sarah, 2000 cod.

Sch. Laura Enos, 1000 haddock.

Sch. Gracie, 3000 cod.

Sch. Eva Avina, 1500 cod.

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Sch. Reliance, 3500 haddock, 1200 cod, 1000 cusk.
 Sch. Mary B. Greer, 4000 haddock, 3000 cod, 1000 hake, 2000 pollock.
 Sch. Mary E. Cooney, 10,000 haddock.
 Sch. Mary Edith, 9000 haddock, 2000 cod.
 Sch. George H. Lube, 9000 haddock, 2000 cod, 3000 cusk.
 Sch. Nautilus, 3000 cod.
 Sch. Priscilla, 7000 cod.
 Sch. Richard J. Nunan, 3500 haddock, 1000 cod, 3500 hake, 6000 cusk.
 Sch. Nettie Franklin, 13,000 haddock, 1200 cod.
 Sch. Athena.
 Sch. Thomas J. Carroll, 10,000 haddock, 1000 cod, 1500 hake.
 Sch. Sylvia M. Nunan, 8000 haddock, 2000 cod, 9000 hake.
 Sch. Olive F. Hutchins, 9000 haddock, 1500 cod.
 Sch. Mary T. Fallon, 10,000 haddock, 4000 cod, 1000 hake.
 Sch. Ida S. Brooks, 12,000 haddock, 1000 cod, 500 hake.
 Sch. Galatea, 8000 haddock, 4000 cod, 4000 hake, 5000 cusk.
 Sch. Rebecca, 2000 haddock, 1000 cod.
 Sch. Mary Emerson, 2000 cod.
 Sch. Matiana, 7000 haddock, 5000 cod, 500 hake, 4000 cusk.
 Sch. Genesta, 15,000 haddock, 1500 cod, 2500 hake.
 Sch. Thomas Brundage, 4500 haddock, 1000 cod, 1000 cusk.
 Sch. Cherokee, 2500 cod.
 Sch. On Time, 5000 cod.
 Sch. George E. Lane, Jr., 5000 haddock, 2000 cod.
 Sch. Esther Gray, 4000 cod.
 Haddock, \$3 per cwt.; large cod, \$3.50 to \$4; market cod, \$2.50 to \$3; cusk, \$2; hake, \$4 to \$5; pollock, \$3.25.

Portland Arrivals.

The following vessels were at Portland Friday with fares of fresh fish:
 Sch. Etta B., 3000 pounds.
 Steamer Elthier, 1500 pounds.
 Sch. Mincola, 5000 pounds.

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FISHERY DANGERS ON THE BANKS.

French Fleet Suffers
 Because of Inferior
 Type of Vessels.

Stray Fishermen Often
 Rescued After Terrible Suffering.

In speaking of the dangers of fishing on the Banks and losses and rescues, the New York Shipping Illustrated says:

"The French fishing fleets on the Banks of Newfoundland perhaps more often come to grief than do those of their rivals; and this may perhaps be accounted for in part by the inferior type of vessel used for the purpose under the tricolor of France. In 1907 not fewer than 10 vessels and 250 men of the French fishing fleet of St. Pierre, Miquelon, the little French archipelago to the south of Newfoundland, disappeared as utterly as though they had never been; and the terrible Galveston hurricane, which laid waste that city in 1900, accounted for about 22 vessels and 300 men of the French fishing fleet as it passed over the Grand Banks along the parabolic track often adopted by this class of meteor as may be seen by reference to any of the monthly pilot charts of America, England and Germany. These, however, are exceptional losses, and Gloucester, Mass., has suffered severely in a similar way not infrequently.

"Individual loss of life is great in proportion to the number of men employed, and this kind of casualty is usually due to the fact that the dories get separated from their parent ships during foggy weather. The crew of a fishing vessel of the Grand Banks put out from the ships in small boats known as dories, each containing a couple of men for the purpose of letting down their baited hooks into the sea in the accepted way, and a certain percentage of them are never heard of again, while a still smaller number are picked up by some passing vessel after having suffered terribly from thirst, hunger, cold and exposure. Sometimes the castaways are frostbitten, sometimes they are insane, and sometimes at almost their

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last gasp, when rescued by some friendly hand.

"In the winter of 1874, a well-known shipmaster, who sailed out of New York for several years, was mate of a national line steamer crossing the Banks to the westward in heavy weather. A quartermaster brought him a mug of hot coffee up on to the bridge, he put his head out of the noise of the wind to drink, and suddenly he seemed to hear a faint scream from the sea. It sounded so human that he stopped the ship. The captain came up; blue lights were burned, although no one on deck had heard anything in the nature of a cry for help; and after about 20 minutes delay a small boat was made out by one of the crew who possessed especially good eyesight.

"The big liner was manoeuvred to get the dory under her lee, and two castaways, apparently dead, were stretched out in the bottom of the frail craft. Some volunteers of the liner's crew at once jumped into the dory and she was hoisted on deck with the insensible men, who were able to relate their experience only after being three hours under the doctor's hands. They belonged to a Gloucester schooner, but had got adrift in the usual way, made use of a bucket for a sea anchor, and had been seven days and eight nights without either food or drink other than a little rain water, caught during a passing squall.

"A sailing vessel by day, and a steamer by night, had been previously sighted, but the men had not any means of signalling, and both vessels were very far away from the dory, which would be hidden from them. Just as the angel of death appeared to be within measureable distance of the twain, the national line steamer hove in sight, making a direct course for them, the men put all their strength into a united cry for aid, and fell back unconscious into the bottom of the dory."

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GOOD FARES AT BOSTON. But Amount of Fish Not Equal to the Demand.

There is quite a quantity of fish at T wharf, Boston, this morning, 28 vessels being in, eight of them being off shore craft, all with nice fares. The catches of the boats do not show any improvement over those of the past week, while the big fellows have a preponderance of codfish, shoving the price of that staple down quite a bit.

The big halibut fare of sch. Monitor was the talk of the wharf all the morning and Capt. McKay was congratulated on all sides on his good fortune.

Another fare there, that of sch. Catherine and Ellen, was out of the ordinary run, for instead of being the usual run of haddock and cod mostly with a few hake and cusk, it was about all hake, 7000 pounds, with quite a bunch of cusk and only a handful of cod and haddock showing that she had been fishing on far different grounds than the rest of the fleet.

Quite a number of the little boats arrived from over off Plymouth way, but they had small fares, 3000 pounds being their limit.

Of the shore boats a few had over 15,000 pounds or over, the majority having in the vicinity of 10,000 pounds, and this too, to show for two and three days fishing.

Some of the Provincetown craft which fish down back of Cape Cod had fair sized trips, but have been quite a long while getting them.

Of the off shore trips, sch. Catherine and Ellen was high, with 93,000 pounds. The others were as follows: Sch. Muriel, 60,000 pounds; sch. Lizzie M. Stanley, 50,000 pounds; sch. Vanessa, 50,000 pounds; sch. Conquerer, 50,000 pounds; sch. Manhasset, 53,000 pounds; sch. Mooganam, 52,000 pounds. All these crafts except sch. Catherine and Ellen had from 25,000 to 40,000 pounds of cod, but even these goodly amounts are not what the dealers are expecting, for knowing that cod had struck on the bank they were expecting a lot of the off shores to have from 50,000 to 70,000 pounds of these kind of fish. Either the weather is bad out there or the fish are not too plentiful.

Haddock are bringing \$3 to \$3.30, large cod \$2.25 to \$3.50, markets \$1.50 to \$2.75, hake \$2 to \$3.50 and cusk \$1.50.

All the off shore vessels and several of the market boats will get nice stocks.

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Sailing Directions for St. Paul's Island.

The Hydrographic office sailing directions make these remarks in regard to the vicinity of St. Paul's island, the history of which is summarized on other pages of this paper:

"Notwithstanding the bold nature of this coast, wrecks have not been infrequent upon it in the dense fogs which accompany the easterly winds. They have generally occurred to vessels running and steering as they supposed, a safe course to pass St. Paul's island into the Gulf of St. Lawrence. Unaware of, or not allowing for, the current so frequently found running out of the gulf from the northward, and which had been acting upon their starboard bows for many hours, setting them many miles to the southwest of their reckoning, they ran on shore under full sail. On one occasion this current was found running out of the gulf for many successive hours at the rate of two knots from the north; at another time its rate was one knot from the northwest, and at a third it was imperceptible. After long-continued winds from the east or northeast, which raise the level of the water in the Bras d'Ore Lake and neighboring harbors, it is not unusual to find a current of one knot running for several successive days along the land from off St. Anne to near Cape North, where it meets the current out of the gulf and is turned to the east with a great rippling. The fishermen affirm that it as often runs in the opposite direction; and again, that at other times there is a regular alternation of the flood and ebb streams. These remarks are intended to show the inconsistent nature of these currents, and the consequent great care required for the safety of a vessel when approaching this neighborhood in the fogs which so often hide the lights on St. Paul's island."

HALIBUT FARE AT BOSTON.

Sch. Monitor Lands Largest Fare of the Season.

Sch. Monitor, Capt. John McKay, of this port is at Boston today with a fare of fresh halibut. The schooner has been out seven weeks, but Capt. McKay has something good to show for his long absence, for he has the largest halibut trip of the season, 55,000 pounds.

It is quite unusual for Capt. McKay to market his fare at Boston, but he probably knew that sch. Gladiator, also owned by Capt. Jerome McDonald, had left for home ahead of him with a generous sized fare, and would come here, so he made up his mind to split the supply and go to T wharf with his craft.

Sch. Monitor got up against the hardest kind of weather at the start of her trip. Soon after getting down on the banks, she ran into a gale and carried away her bobstay and some dories smashed, and sustained other damage. This necessitated her going to St. Pierre, Miquelon, the nearest port, for repairs, where Capt. McKay hurried things and was soon ready for sea once more. Then he dusted down to the southern edge of Grand Bank and struck fine fishing.

The trip will net a big stock and share, and will add greatly to Capt. McKay's good start for a fine season's work.

March 16.

The Seining Fleet.

Capt. Wallace Parsons will be here Thursday to fit sch. Ingomar for south seining.

Capt. Benjamin McGray will begin to fit sch. Marguerite Haskins for south seining next Monday.

Capt. John McInnis of sch. Aloha will be here tonight and will begin to get ready right away for south seining.

Whales on Middle Bank.

The market fishermen are sure that spring is really at hand, as one of their number, Capt. Matthew Greer of sch. Mary B. Greer, saw a school of whales on Middle bank Sunday.

Capt. Greer said that the big fellows were disporting themselves in great shape, as though evidently on their first outing of the season.

First Alewives of the Season.

Two barrels of alewives from Vineyard Haven reached T wharf yesterday, being the first of the season there. Spring is surely coming, as the alewife is to the fisherman a harbinger, as is the robin to the shore folks.